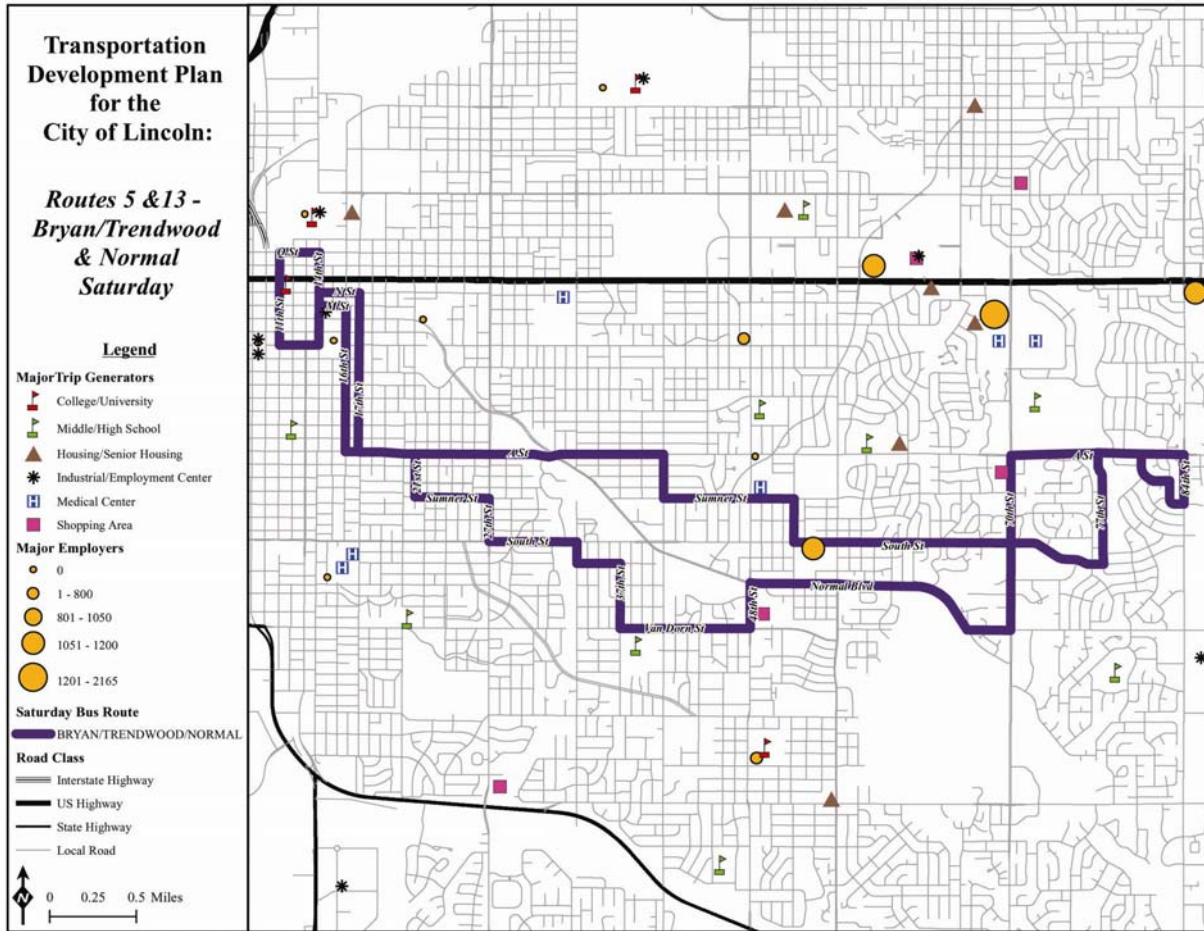


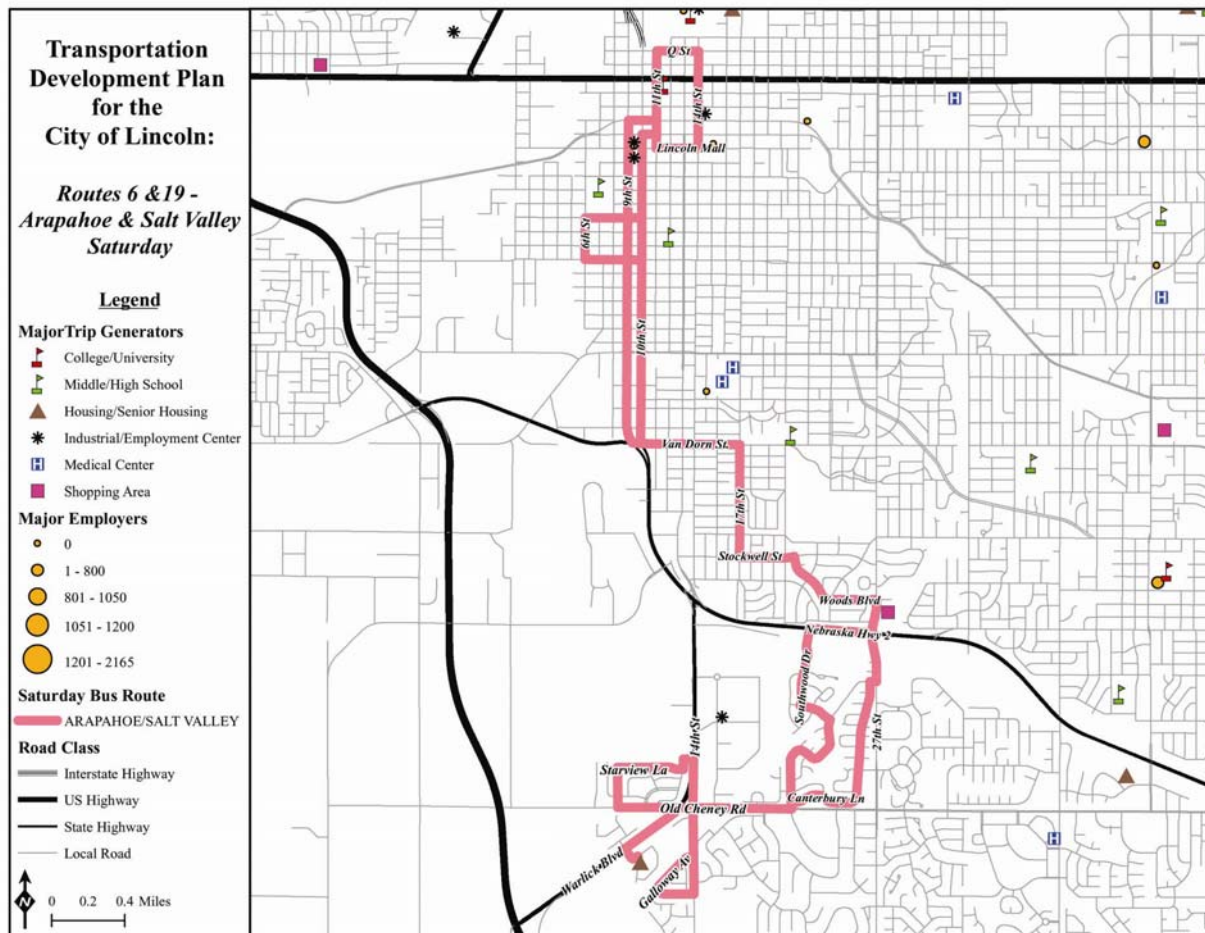
Route 5/13 Bryan-Trendwood/Normal – This route is the Saturday combination of weekday Routes 5 and 13. This route operates between Downtown Lincoln and eastern portions of the city. This route serves Bryan LGH East, Madonna Rehabilitation Center, Folsom Children’s Zoo, Lincoln Southeast High School, and Holmes Lake. The layover location for this route is located at South 84th Street and Janssen Drive. Figure 2-26 presents the layout of Route 5/13.

Figure 2-26: Route 5/13 Bryan-Trendwood/Normal



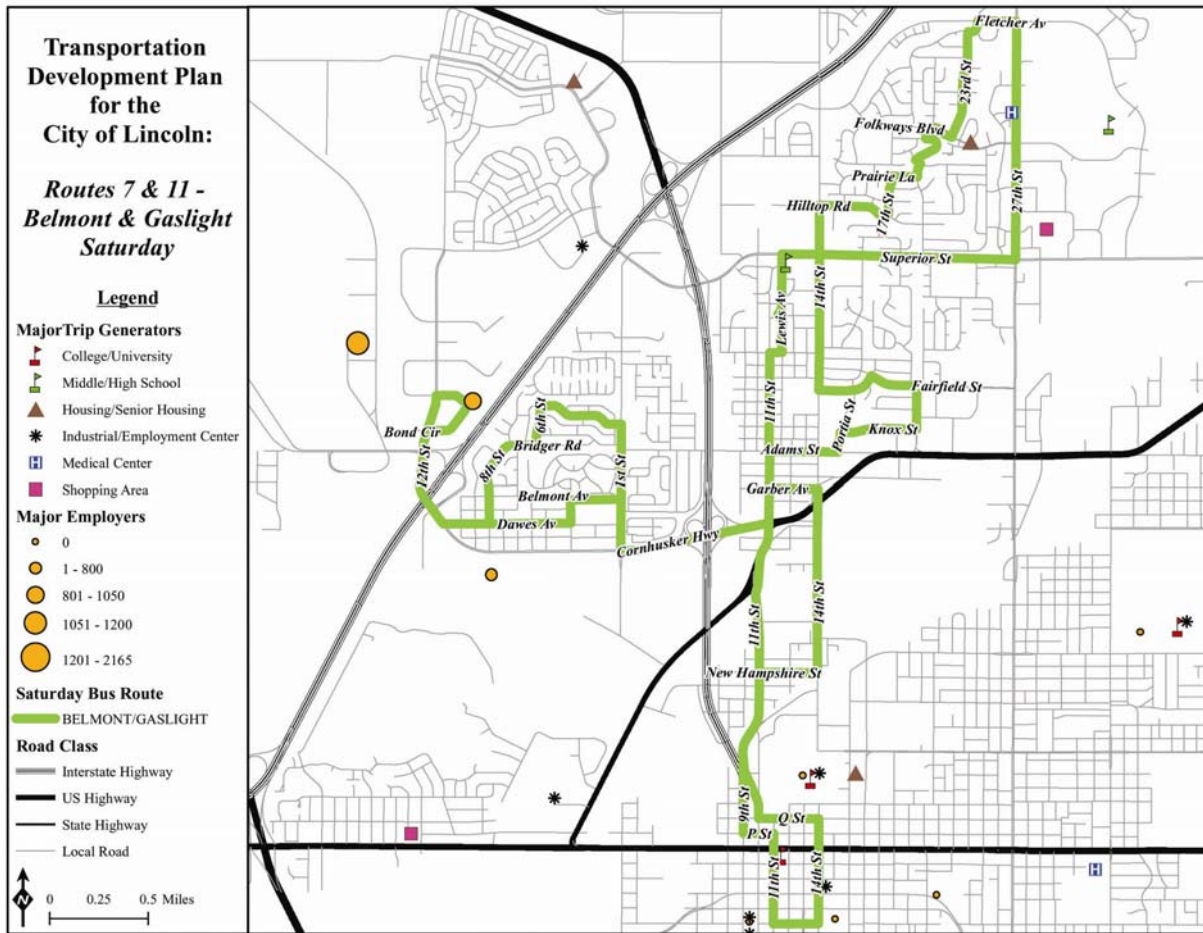
Route 6/19 Arapahoe/Salt Valley – This route is the Saturday combination of weekday Routes 6 and 19. This route operates between Downtown Lincoln and neighborhoods on the south side of the city. This route serves Bishop Heights Shopping Center, Irving Middle School, and Star City Shores. The layover location for this route is located at Tipperary Trail and Essex Road. Figure 2-27 presents the route layout for Route 6/19.

Figure 2-27: Route 6/19 Arapahoe/Salt Valley



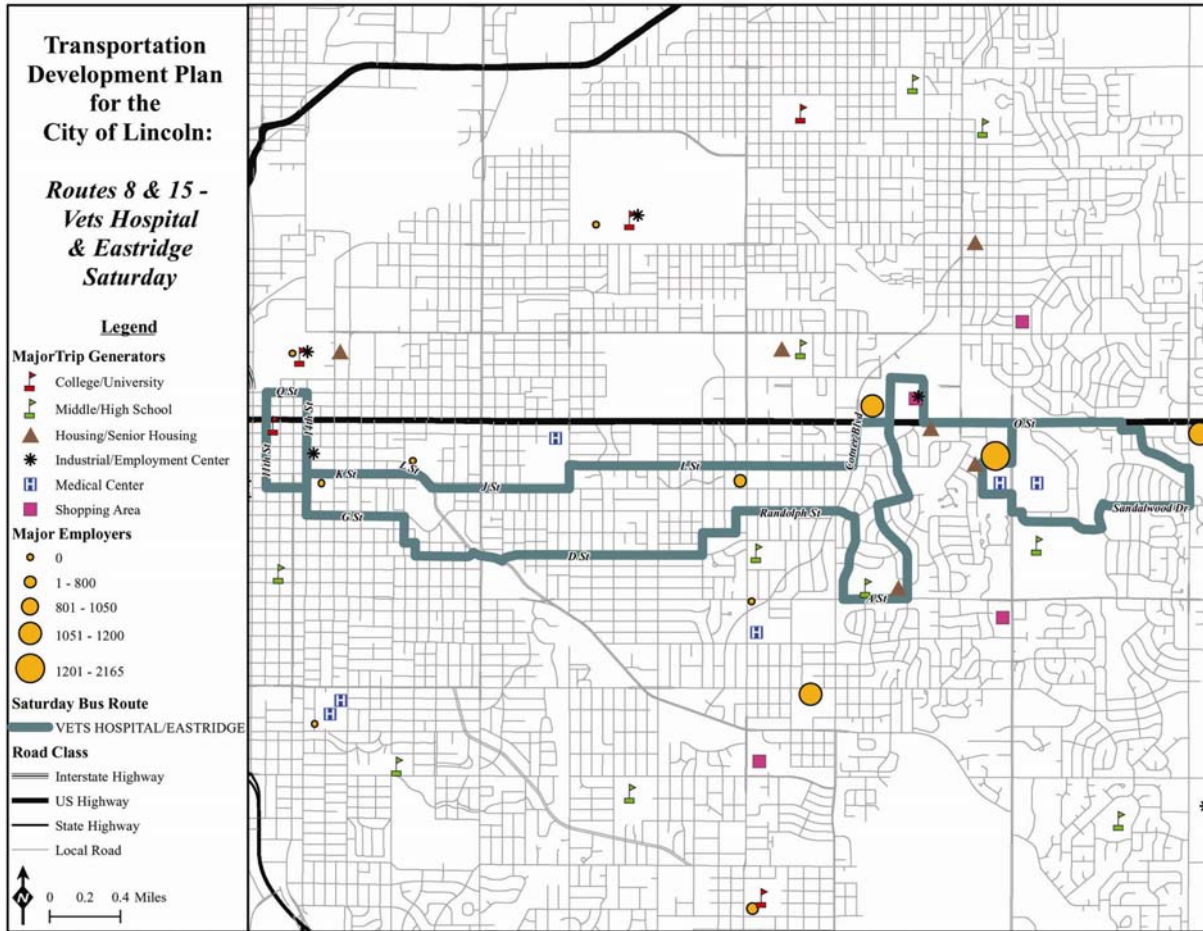
Route 7/11 Belmont/Gaslight – This route is the Saturday combination of Routes 7 and 11. This route operates between Downtown Lincoln and neighborhoods on the north side of the city. This route serves the State Fairgrounds, Memorial Stadium, The University of Nebraska’s City Campus, and Goodrich Middle School. The layover location for this route is located at Autumn Woods. Figure 2-28 presents the route layout for Route 7/11.

Figure 2-28: Route 7/11 Belmont/Gaslight



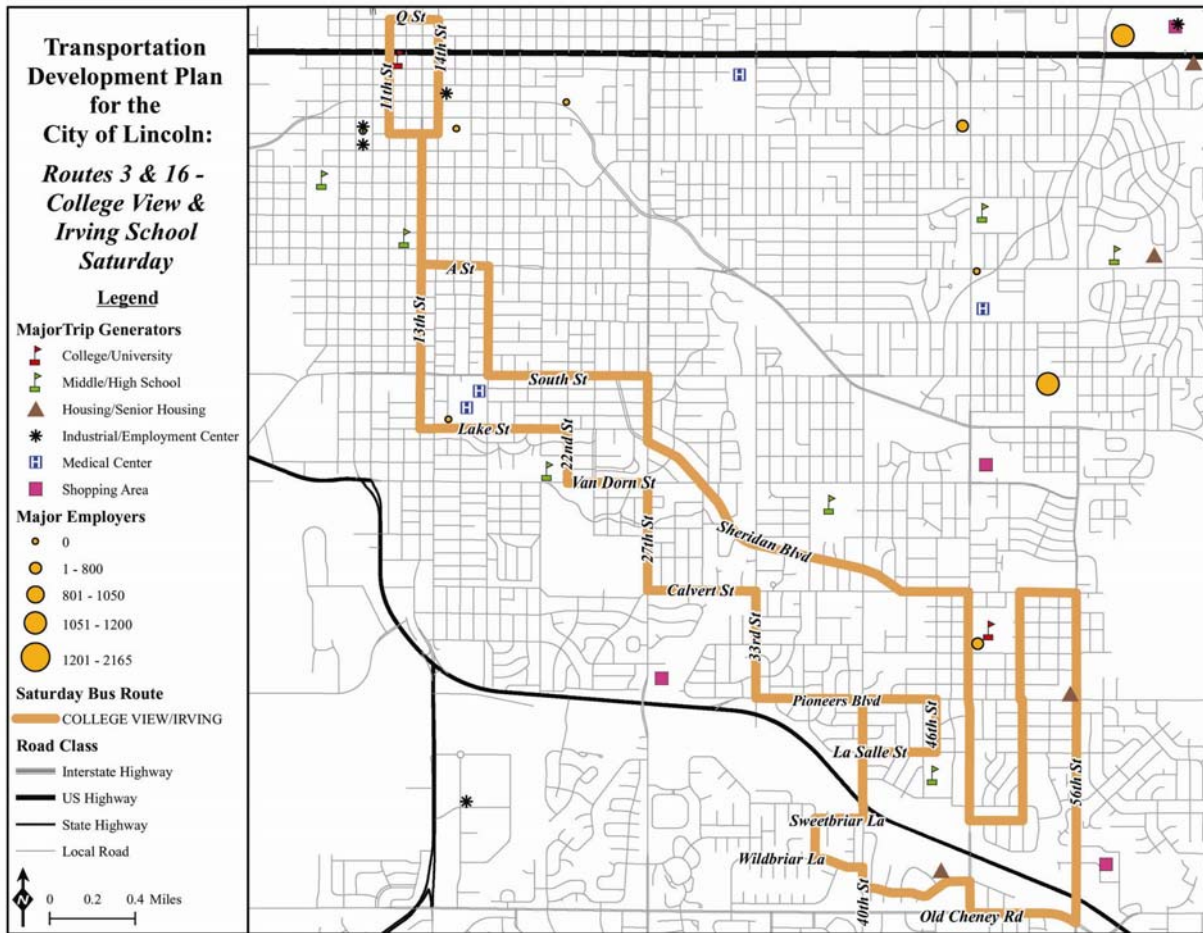
Route 8/15 Vet's Hospital/Eastridge – This route is the Saturday combination of weekday Routes 8 and 15. This route operates between Downtown Lincoln and eastern portions of the city. This route serves Westfield Shoppingtown Gateway, Saint Elizabeth Regional Medical Center, Pius X High School, Lincoln High School, and Lefler Middle School. The layover location for this route is located at South 84th Street and Cherrywood Drive. This route is presented on Figure 2-29.

Figure 2-29: Route 8/15 Vet's Hospital/Eastridge



Route 16/3 Irving College View – This route is the Saturday combination of weekday Routes 16 and 3. This route provides service between Downtown Lincoln and neighborhoods in the southeast portion of the city. This route serves Bryan LGH West, Irving Middle School, Everett Middle School, Pound Middle School, and Union College. The layover location for this route is at South 48th Street and Woodland Avenue. Figure 2-30 presents a map of Route 16/3.

Figure 2-30: Route 16/3 Irving/College View



Service Details

Route mileage, cycle time, and average speed are presented in Table 2-3.

Table 2-3: Roundtrip Mileage, Cycle Time, and Average Speed

Route	Roundtrip Mileage	Average Cycle Time (minutes)	Average Speed (mph)
<i>Weekday Routes</i>			
Route 1 Havelock	16.13	66	14.66
Route 2 Bethany	14.12	61	13.89
Route 3 College View	12.73	65	11.75
Route 4 University Place	12.88	58	13.32
Route 5 Bryan Trendwood	15.58	63	14.84
Route 6 Arapahoe	12.72	58	13.16
Route 7 Belmont	15.30	59	15.56
Route 8 Veteran's Hospital	13.51	69	11.75
Route 9 "O" Street	17.11	68	15.10
Route 10 East Vine	13.52	62	13.08
Route 11 Gaslight Village	16.90	58	17.48
Route 12 Arnold Heights	17.72	59	18.02
Route 13 Normal	16.80	63	16.00
Route 15 Eastridge	11.92	61	11.72
Route 16 Irving	16.71	64	15.67
Route 17x West "A" Express	10.30	44	14.05
Route 18 48 th Street Shuttle	30.70	91	20.24
Route 19 Salt Valley	14.92	57	15.71
Route 24 Holdrege	7.70	31	14.90
Route 27 27 th Street Shuttle	31.40	118	15.97
Star Shuttle	3.59	24	8.98
<i>Saturday Routes</i>			
Route 1 Havelock	16.13	75	12.90
Route 4/2 University Place/Bethany	15.70	75	12.56
Route 5/13 Bryan-Trendwood/Normal	16.80	75	13.44
Route 6/19 Arapahoe/Salt Valley	12.72	71	10.75
Route 7/11 Belmont/Gaslight	19.20	75	15.36
Route 8/15 Vet's Hospital/Eastridge	17.09	75	13.67
Route 9 "O" Street Shuttle	15.24	71	12.88
Route 10 East Vine	13.05	75	10.44
Route 12 Arnold Heights	13.41	76	10.59
Route 16/3 Irving/College View	18.40	75	14.72
Route 18 48 th Street Shuttle	27.30	91	18.00
Route 27 27 th Street Shuttle	31.40	118	15.97

Source: StarTran public Timetables and route statistics

StarTran fixed route buses operate almost 400 hours on weekdays and 163 hours on Saturdays. They travel about 5,000 miles on weekdays and just shy of 2,200 miles on Saturdays. Route 24 operates more hours than any other route on each day of the week, operating almost 28 hours on weekdays. Route 4 operates the most miles on weekdays, traveling almost 335 miles per day. On Saturdays route 27 provides the most service traveling 376 miles over 24.16 hours. Route 17 provides the least amount of service on weekdays traveling 51.50 miles over 4.5 hours. On Saturdays the least amount of service is provided on Route 12 which operates 11.58 hours, traveling 120 miles.

Table 2-4: Daily Revenue Miles and Hours

Route	Mile	Hours
<i>Weekday Routes</i>		
Route 1 Havelock	306.47	21.75
Route 2 Bethany	268.28	20.18
Route 3 College View	276.93	21.33
Route 4 University Place	334.88	25.91
Route 5 Bryan Trendwood	297.62	21.09
Route 6 Arapahoe	267.12	21.41
Route 7 Belmont	229.50	16.50
Route 8 Veteran's Hospital	162.12	14.91
Route 9 "O" Street	188.21	13.41
Route 10 East Vine	281.47	20.82
Route 11 Gaslight Village	152.10	9.33
Route 12 Arnold Heights	277.22	14.50
Route 13 Normal	315.90	20.32
Route 15 Eastridge	131.12	19.58
Route 16 Irving	320.29	21.41
Route 17x West "A" Express	51.50	4.50
Route 18 48 th Street Shuttle	230.25	13.58
Route 19 Salt Valley	119.36	8.18
Route 24 Holdrege	269.50	27.91
Route 27 27 th Street Shuttle	387.2	24.86
Star Shuttle	134.63	16.16
Total	5,001.67	377.64
<i>Saturday Routes</i>		
Route 1 Havelock	161.00	12.75
Route 4/2 University Place/Bethany	157.00	12.75
Route 5/13 Bryan-Trendwood/Normal	168.00	12.75
Route 6/19 Arapahoe/Salt Valley	139.92	13.33
Route 7/11 Belmont/Gaslight	193.60	12.75
Route 8/15 Vet's Hospital/Eastridge	170.90	12.92
Route 9 "O" Street Shuttle	152.40	12.17
Route 10 East Vine	140.00	12.72
Route 12 Arnold Heights	120.69	11.58
Route 16/3 Irving/College View	184.00	12.75
Route 18 48 th Street Shuttle	204.75	13.05
Route 27 27 th Street Shuttle	376.80	24.16
Total	2,169.06	163.68

Source: StarTran route statistics

StarTran's maximum vehicle requirement includes a peak pullout of 50 during the PM peak while during middays only 23 vehicles are utilized. Saturday services require 13 vehicles. Route 24 Holdrege requires the most vehicles, typically requiring three vehicles during the weekdays while on Saturdays the 27th Street Shuttle has the highest vehicle needs, requiring 2 vehicles. Most other StarTran routes require only one or two vehicles to operate at any given time. There are eight morning peak and thirteen afternoon peak buses that are used for Booster Services. Booster routes are used to augment service before and after school. Table 2-5 presents the vehicle requirements for each route during each time period.

Table 2-5: Vehicle Requirements

Route	AM Peak	Midday	PM Peak
<i>Weekday Routes</i>			
Route 1 Havelock	2	1	2
Route 2 Bethany	2	1	2
Route 3 College View	2	1	2
Route 4 University Place	2	1	2
Route 5 Bryan Trendwood	2	1	2
Route 6 Arapahoe	2	1	2
Route 7 Belmont	1	1	2
Route 8 Veteran's Hospital	1	1	2
Route 9 "O" Street	1	1	1
Route 10 East Vine	2	1	2
Route 11 Gaslight Village	1	0	1
Route 12 Arnold Heights	1	1	2
Route 13 Normal	2	1	2
Route 15 Eastridge	2	1	2
Route 16 Irving	2	1	2
Route 17x West "A" Express	1	1	1
Route 18 48 th Street Shuttle	1	1	1
Route 19 Salt Valley	1	0	1
Route 24 Holdrege	3	3	2
Route 27 27 th Street Shuttle	2	2	2
Star Shuttle	2	2	2
Booster Services	8	0	13
<i>Saturday Routes</i>			
Route 1 Havelock	1	1	1
Route 4/2 University Place/Bethany	1	1	1
Route 5/13 Bryan-Trendwood/Normal	1	1	1
Route 6/19 Arapahoe/Salt Valley	1	1	1
Route 7/11 Belmont/Gaslight	1	1	1
Route 8/15 Vet's Hospital/Eastridge	1	1	1
Route 9 "O" Street Shuttle	1	1	1
Route 10 East Vine	1	1	1
Route 12 Arnold Heights	1	1	1
Route 16/3 Irving/College View	1	1	1
Route 18 48 th Street Shuttle	1	1	1
Route 27 27 th Street Shuttle	2	2	2

Source: StarTran Operator Schedules

Fare Policy

StarTran has a very simple fare policy. The base cash fare is \$1.25 with a \$0.60 for elderly and disabled patrons. There are no distance based zone charges throughout the StarTran service area. Monthly unlimited ride passes, called passports, are available for regular riders. Children under 4 years old may ride for free when accompanied by a fare paying adult. Free transfers are provided. 20 ride punch tickets are also available, and are sold for a discount over regular fares. The fare within the downtown zone, which encompasses the entire route of the Star Shuttle, is \$0.30. Handi-Van has a base fare of \$2.50, while during evening hours the fare rises to \$8.00. Handi-Van monthly passes and tickets are also available at a discount. StarTran does have a progressive program for low income patrons that allow them to purchase a monthly pass for \$5.00 for use on any bus, with a Handi-Van monthly pass available for \$10.00. The following table presents the fare levels charged by StarTran for fixed route services. Fares are presented on Table 2-6.

Table 2-6: Fare Policy

Fare Category	Fare
Base Cash Fare	\$1.25
Monthly Passport (unlimited ride pass)	\$35.00
20 Ride Ticket Book	\$23.00
Child Under 4 Years Old	Free
Transfers	Free
Downtown Zone/Star Shuttle	\$0.30
Elderly & Disabled Fare	\$0.60
Elderly & Disabled 20 Ride Punch Pass	\$12.00
Handi-Van Base Fare	\$2.50
Handi-Van Fare (7:00 PM until 10:00 PM)	\$8.00
Handi-Van Monthly Passport (unlimited ride pass)	\$70.00
Handi-Van 20 Ride Ticket Book	\$46.00
Ride for Five Low Income Passport (unlimited ride pass)	\$5.00
Ride for Five Handi-Van Low Income Passport (unlimited ride pass)	\$10.00

Source: StarTran Bus Fare Information

Americans with Disabilities Act (ADA) Paratransit Service

StarTran offers service required by the Americans with Disabilities Act (ADA) to eligible people throughout the City of Lincoln, including persons who live beyond the $\frac{3}{4}$ mile distance from a bus line that is mandated by the ADA. The service provided is a door-to-door paratransit service called Handi-Van. Service is provided using 10-passenger cutaway vans, and is available to elderly and disabled patrons who have registered with StarTran for ADA service, who are unable due to age or disability to use the regular fixed route system. Service is operated utilizing 9 vehicles. Handi-van service is supplemented by a brokerage of private operators that are contracted to the city.

Handi-Van service is a door-to-door service which means that operators will assist passengers between the door of their origin and the door of their destination; assistance is not provided beyond the door. Service operates on Monday through Saturday between 5:45 AM and 10:30 PM. This span is greater than the span of the fixed route bus system. The fare charged to eligible users is \$2.50 with the fare rising to \$8.00 after 7:00 PM. Handi-Van monthly passports are available for \$70.00, with 20-Ride passes available for \$46.00. The low income “Ride for Five” pass is available for \$10.00. The following table gives service statistics for Handi-Van.

Table 2-7: Handi-Van Operating Statistics

	Weekday	Saturday	Annual
Ridership	187	35	49,526
Revenue Miles	1,142	249	304,850
Revenue Hours	70	16	18,673
Peak Vehicles	18	4	18

Source: NTD 2005

Financial Information

This section provides an overview of operating expenses and revenue sources. Table 2-8 presents revenue and expense by source for Fiscal Year 2005. This table shows that vehicle operations are the largest expense line items. Vehicle maintenance is another category that has high expenditures. Passenger fares are a major source of revenue in FY 2005 however the largest revenue source is revenue from the local sources and federal grants.

Table 2-8: Expense and Revenue (FY 2005)

Category	Amount
<i>Expense</i>	
Vehicle Operation	\$5,220,953
Vehicle Maintenance	\$1,653,603
Non-Vehicle Maintenance	\$204,953
General Administrative	\$1,045,338
Total	\$8,124,847
<i>Revenue</i>	
Directly Generated	\$1,227,547
Local Sources	\$5,260,556
State Sources	\$111,880
Federal Sources	\$1,524,864
Total	\$8,124,847

Source: 2005 NTD Reporting

Table 2-9 presents revenue by fare type for the year to date up to January 2006. This table shows that less than 20% of passengers pay the regular cash fare, and the average regular fare equates to \$1.16 per passenger. Just over 20% of fare revenue comes from special services that StarTran operates outside of fixed route bus and Handi-Van services.

Table 2-9: Revenue by Fare Type

Revenue Type	Passengers	Fare Amount	Revenue per Passenger	Fare Percent
Full Fare	101,061	\$117,388	\$1.16	19.4%
Full Fare Passport	119,764	\$133,425	\$1.11	22.0%
Low Income Passports	204,239	\$39,225	\$0.19	6.5%
Transfers	30,271	\$0	\$0.00	0.0%
Senior Go For Less	13,126	\$7,875	\$0.60	1.3%
Ride 'N' Shop	2,703	\$1,352	\$0.50	0.2%
Adult Ride Tickets/Students	46,183	\$57,729	\$1.25	9.5%
Downtown Line	1,356	\$407	\$0.30	0.1%
Senior Punch	7,210	\$4,326	\$0.60	0.7%
UNL Passes	244,205	\$110,520	\$0.45	18.2%
Special Services	50,996	\$134,301	\$2.63	22.1%
Total	821,114	\$606,548	\$0.74	100.0%

Source: January 2006 YTD Report Financial Report

Capital Resources

The capital resources owned by StarTran include buses, paratransit vans, bus stops, shelters, supervisory and maintenance vehicles, and property. StarTran owns their depot located at 710 "J" Street in Lincoln. This facility contains the administrative offices of StarTran as well as being the location where most of the fixed route buses are stored and maintained. There is an ancillary facility that StarTran shares with the Lincoln Fire Department and Parks and Recreation Department located at 7th Street and "G" Street that houses part of the fleet and maintenance equipment. Besides the capital assets owned by StarTran, this section also presents the current capital program for StarTran.

StarTran currently has 61 bus shelters throughout Lincoln. The shelters are located at stop locations where there is significant boarding activity.

The vehicle fleet includes buses used in revenue service, paratransit vans that are operated directly by Handi-Van and brokerage service that is contracted to private providers, and non-revenue vehicles that are used for supervisory personnel and maintenance purposes. The peak requirement for fixed route services is 50 buses while the full fleet size is 60 buses, which results in a spare ratio of 20%. There are a total of 9 vehicles available for Handi-Van paratransit service. The revenue vehicle fleet is presented in Table 2-10.

Table 2-10: CAT Revenue Vehicle Fleet

Year	Make and Model	Vehicle Description	Seats	Number of Vehicles
1986	Flxible Metro	35 Foot Transit Bus	37	11
1993	Flxible Metro	35 Foot Transit Bus	35	4
1997	Gillig Phantom	35 Foot Transit Bus	37	15
2001	Gillig Phantom	35 Foot Transit Bus	32	20
2004	Gillig Low Floor	35 Foot Transit Bus	32	10
2003	Ford Glaval Cutaway Vans	Paratransit Vehicle	10	9

Source: StarTran

The current capital program for StarTran contains 16 projects that include such items as vehicle replacement, facility expansion, security enhancement, technology enhancements, passenger enhancements, and maintenance items. This capital program covers items programmed for Fiscal Year 2005-2006 until Fiscal Year 2010-2011.

Historical Trends

National Transit Database (NTD) reporting provides a glimpse of historical performance for StarTran over the past five years. Two types of trends are presented, service trends and financial trends. The service trends present the amount of service operated over the last five years as well as ridership. The financial trends present the operating costs and funding for operations for the same five year period.

Service Level Trends

Over the past five years StarTran service has been growing, and so has ridership. Table 2-11 presents the service and ridership trend for StarTran. This table shows increases in service every year, except 2003, although Paratransit service has declined in both 2003 and 2005. Ridership has grown most years with the only exception being 2003 when fares were raised.

Table 2-11: StarTran Service Level Trends

	2001	2002	2003	2004	2005
Fixed Route					
Annual Passengers	1,550,713	1,529,340	1,481,211	1,508,073	1,599,218
Revenue Hours	100,674	104,605	103,751	109,596	109,327
Revenue Miles	1,400,763	1,402,692	1,388,175	1,417,951	1,407,104
Peak Vehicles	47	47	48	50	50
Handi-Van					
Annual Passengers	30,267	29,173	29,726	28,260	30,507
Revenue Hours	16,648	16,727	14,865	16,168	14,213
Revenue Miles	199,378	198,274	138,158	163,267	211,242
Peak Vehicles	7	8	9	7	7

Source: NTD Reporting FY 2002-2005

Financial Trends

The financial trends show that both the cost and amount of funding that StarTran has been receiving over the last 5 years have been growing. In terms of costs, the actually vehicle operational costs for both fixed route and Paratransit services has not been growing fast, however non-vehicle maintenance has been growing very quickly, with the exception of FY 2005.

Funding for the most part has kept up with the cost of running the system. The bulk of funding for the system has come from local funding sources as well as from directly generated funding such as fare revenue and advertising. For the most part these sources have been growing the last five years. The trend for system-wide expenses is presented on Table 2-12, while funding sources are presented on Table 2-13.

Table 2-12: Expense Trend

	2001	2002	2003	2004	2005
Fixed Route					
Operating Expense	\$3,337,402	\$3,384,882	\$3,552,817	\$3,954,881	\$4,340,968
Vehicle Maintenance Expense	\$1,318,053	\$1,269,968	\$1,156,322	\$1,339,414	\$1,432,919
Non-Vehicle Maintenance Expense	\$156,792	\$187,747	\$209,539	\$195,940	\$166,924
General Administration Expense	\$689,436	\$1,145,968	\$1,090,959	\$784,426	\$831,252
Total	\$5,501,683	\$5,988,565	\$6,009,637	\$6,274,661	\$6,772,063
Handi-Van					
Operating Expense	\$782,468	\$816,620	\$839,442	\$1,024,967	\$879,985
Vehicle Maintenance Expense	\$236,662	\$270,082	\$209,392	\$229,518	\$220,684
Non-Vehicle Maintenance Expense	\$33,200	\$34,126	\$48,167	\$57,299	\$38,029
General Administration Expense	\$147,496	\$167,773	\$214,846	\$196,763	\$214,086
Total	\$1,199,826	\$1,288,601	\$1,311,847	\$1,508,547	\$1,352,784
System Total					
Operating Expense	\$4,119,870	\$4,201,502	\$4,392,259	\$4,979,848	\$5,220,953
Vehicle Maintenance Expense	\$1,554,715	\$1,540,050	\$1,365,714	\$1,568,932	\$1,653,603
Non-Vehicle Maintenance Expense	\$189,992	\$221,873	\$257,706	\$253,239	\$204,953
General Administration Expense	\$836,932	\$1,313,741	\$1,305,805	\$981,189	\$1,045,338
Total	\$6,701,509	\$7,277,166	\$7,321,484	\$7,783,208	\$8,124,847

Source: NTD Reporting FY 2002-2005

Table 2-13: Revenue by Source Trend

	2001	2002	2003	2004	2005
Directly Generated	NA	\$1,280,348	\$1,242,680	\$1,437,933	\$1,227,547
Local	NA	\$4,894,339	\$5,158,117	\$54,806,390	\$5,260,556
State	NA	\$226,475	\$82,316	\$109,935	\$111,880
Federal	NA	\$876,004	\$838,371	\$1,428,950	\$1,524,864
Total	NA	\$7,277,166	\$7,321,484	\$7,783,208	\$8,124,847

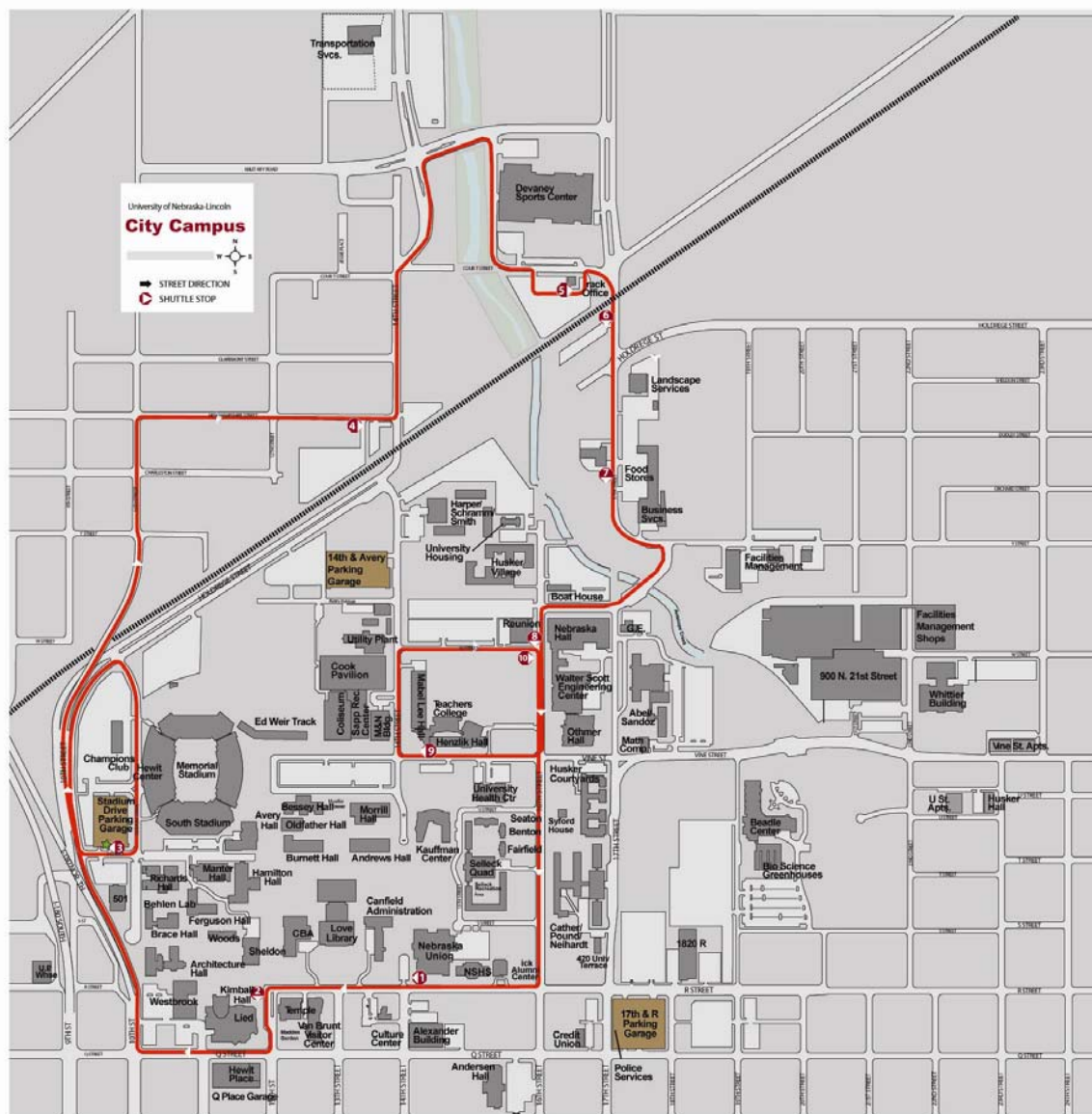
Source: NTD Reporting FY 2002-2005

UNL Shuttle Information

In addition to the fixed route service operated by StarTran, The University of Nebraska has a shuttle system that serves the UNL campus. The University of Nebraska shuttle system provides service on two routes, the Perimeter Route (Figure 2-31) and the 19th/23rd/R Street route (Figure 2-32). Both routes operate from 6:30 AM to 11:30 PM, with reduced evening service starting at 5:00 PM. Service on each route operates roughly every 15 minutes, with five buses required for the Perimeter service and 4 vehicles required for the 19th/23rd/R Street route. After 5:00 PM 3 vehicles are needed for the Perimeter route and 2 for the 19th/23rd/R Street route. The Perimeter route is 5 miles long, while the 19th/23rd/R Street route is 4 miles long. The Perimeter route carried 90,360 people in the 2004-2005 school year, while the 19th/23rd/R Street route carried 180,274 people and ran about 167,000 miles over an estimated 686,684 hours.

Figures 2-31 and 2-32 present maps of the UNL routes for the 2005-2006 school year. The routes are currently in the process of being changed for the 2006-2007 school year.

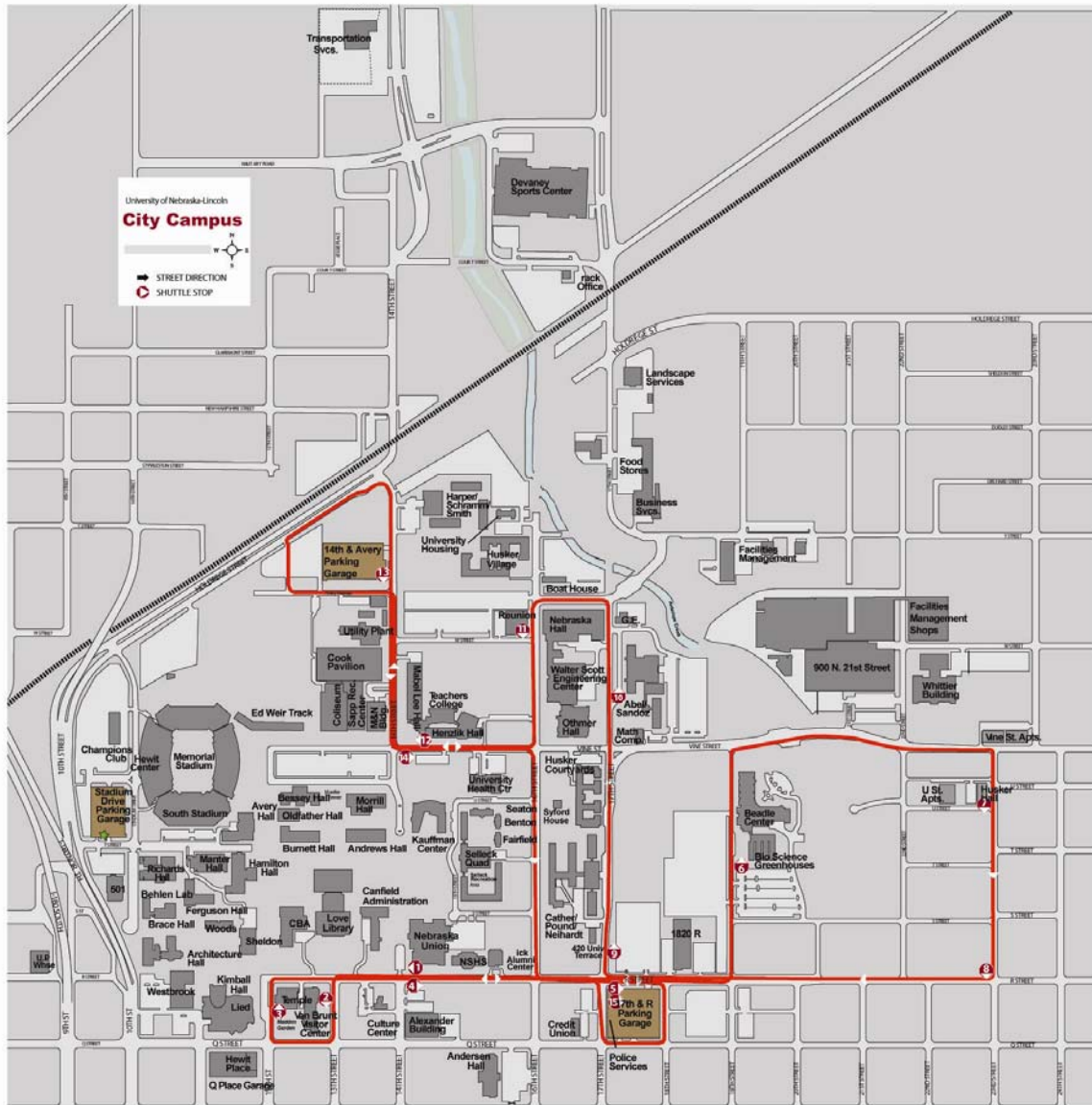
Figure 2-31: UNL Perimeter Route



Perimeter Route

1. Nebraska Union
2. Lied Center
3. Stadium Drive Parking Garage
4. New Hampshire
5. Jacobs
7. Business Services Complex
8. Reunion
9. Henzlik
10. NE Hall
(Back to the Union)

Figure 2-32: UNL 19/23/R Streets Route



19/23/R Streets Route

- | | | |
|------------------------|--------------------|-------------------------|
| 1. Nebraska Union | 7. Husker Hall | 13. 14th & Avery Garage |
| 2. Visitor Center/Ross | 8. 22nd & R Street | 14. 14th & Vine (South) |
| 3. Temple | 9. 17th & R Street | 15. 17th & R Garage |
| 4. 14th & R (South) | 10. Abel/Sandoz | (Back to the Union) |
| 5. 17th & R Garage | 11. Reunion | |
| 6. Beadle Center | 12. Henzlik | |